

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 26, 2000

**Systems Group Chairman's Factual Report Addendum Regarding the
Examination of Additional Wreckage Recovered During the Second Recovery
Effort**

DCA-00-MA-006

A. ACCIDENT

Operator: EgyptAir
Location: 60 Miles Southeast of Nantucket Island (N40.20, W69.45)
Date: October 31, 1999
Time: 0148 EST
Airplane: Boeing 767-366ER, SU-GAP

B. SYSTEMS GROUP

Chairman: Scott Warren
NTSB
Washington, D.C.

Member: Maher Ismaiel,
EgyptAir
Cairo, Egypt

Member: David Blanchet,
Boeing
Seattle, Washington

Member: Michael Marx,
Consultant for Egyptian Civil Aviation Authority
Springfield, Virginia

C. SUMMARY

About 0150 eastern standard time (EST), on October 31, 1999, a Boeing 767-366ER, SU-GAP, operated by EgyptAir, as flight 990, crashed into the Atlantic Ocean about 60 miles south of Nantucket, MA. EgyptAir flight 990 was being operated under the provisions of Egyptian Civil Aviation Regulations Part 121 and United States Title 14 Code of Federal Regulations Part 129 as a scheduled, international flight from John F. Kennedy Airport (JFK), New York, New York to Cairo International Airport in Cairo, Egypt. The flight departed JFK about 0122 EST, with 4 flightcrew members, 10 flight attendants, and 203 passengers on board. There were no survivors. The airplane was destroyed by impact forces. Floating debris from the aircraft was recovered on the morning of October 31, 1999.

The systems group convened on April 11, 2000, in Quonset Point, RI, to examine the additional wreckage recovered during the second wreckage recovery effort.

D. DETAILS OF THE INVESTIGATION

The Systems Group met at Quonset Point, Rhode Island, April 11, 2000. During that time, they sorted and identified components of various aircraft systems for Egypt Air flight 990. The items identified and their conditions are as follows:

1. LATERAL CONTROL SYSTEM

Inboard Aileron Actuator

(One additional item found – Total items found for all recovery efforts: 4 of 4)

P/N: N/A

S/N: N/A

Description: Piston cylinder body was present, servovalve housing was not attached. Cylinder was attached to reaction link and a portion of the aileron. The distance from the end of the cylinder to the center of the rod end bolt = 7.5 inches. One additional inboard aileron servovalve housing was recovered.

2. OTHER FLIGHT CONTROL SYSTEM COMPONENTS

The following item was found from the high lift system:


1 leading edge slat rotary actuator (P/N: 256T2120-5, S/N: 6210)

3. HYDRAULIC SYSTEM

Miscellaneous hydraulic component:

Control valve module – LE S*** Outboard (P/N: S256T005-5, vender part number: 73218560-03)

Description: The housing was intact with some damage. An end cap was missing from one end.



Scott Warren
Aerospace Engineer

JD 6/19/00